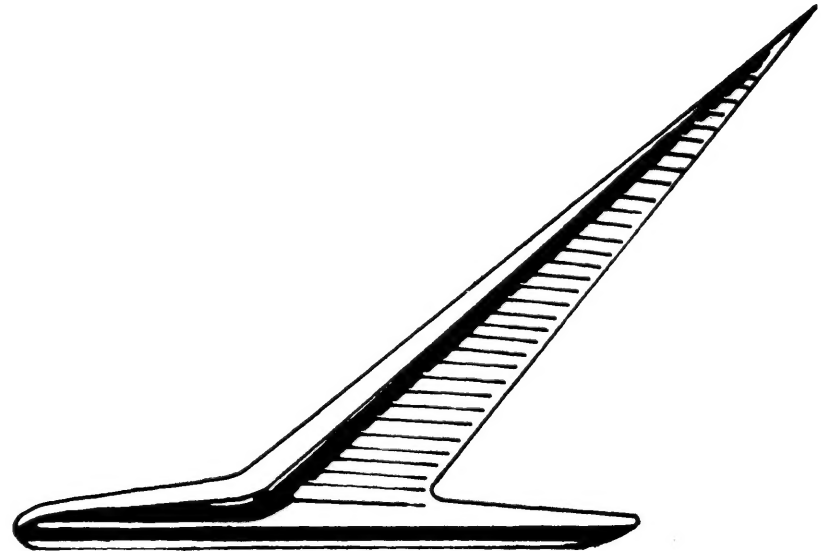


The

Falcon

News



AUGUST 1983

Vol. 4 No. 13

FALCON CLUB OF AMERICA
629 N. Hospital Drive
Jacksonville, AR 72076

FIRST CLASS MAIL
U.S. POSTAGE
PAID
NLR, AR 72114
PERMIT No. 655

FIRST CLASS MAIL

206
FRED LANCASTER

11512 MCANUGG RD
DEL VOLLE TX 75617



Vitae

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1979. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the state of Arkansas. Yearly dues to The Falcon Club of America are \$12.00 and are payable to The Falcon Club of America, 629 N. Hospital Drive, Jacksonville, AR, 72076.

THE FALCON NEWS is published monthly with information from its members. All ads must be sent to the Editor by the 10th of the month, with a limit of 2 ads per member per issue. Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.

FALCON CLUB OF AMERICA OFFICERS

President: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR, 72076. Phone (501) 982-1029.

Vice President: Glen Acree, 1208 S. Center, Lonoke, AR, 72086.

Secretary: Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR, 72076.

Treasurer: Jimmie D. Throgmorton, 2108 Memorial Dr., Jacksonville, AR, 72076.

Tour Chairman: Pat Sword, 629 N. Hospital Drive, Jacksonville, AR, 72076.

Editor: Harold A. McLean, 1480 Nora Drive, Tallahassee, FL, 32304.

Partsmaster: James F. Hatcher, 8301 W. 92nd Terr., Overland, KS, 66212 (SASE required for reply).

Chapter Coordinator: Tom O'Dell, 417 Valley View, East Alton, IL, 62024.

BOARD OF DIRECTORS (Number of years in term)

Tom O'Dell, 417 Valley View, East Alton, IL, 62024 (5)

Shrable Williams, Rt. 5, Box 999, Benton, AR, 72015 (4)

Glen Blubaugh, 5420 Buchanan Trail E., Waynesboro, PA, 17268 (3)

Fleming Horne, 7645 Memphis-Arlington Rd., Memphis, TN, 38124 (2)

Barby Brunken, 3236 Amherst, Dallas, TX, 75225, (1)

CHAPTERS

The Dixieland Chapter

Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN, 38124.

The Lone Star Chapter

Barby Brunken, 3236 Amherst, Dallas, TX, 75225, (Meets every third Sunday. For information call [212] 361-0115.)

The Founder's Chapter

Ben Sivils, Rt. 4, Box 521K, Russellville, AR, 72801.

The Gateway Chapter

Tom O'Dell, 417 Valley View, East Alton, IL, 62024.

The Rocky Mountain Chapter

Carl MacDonald, 1765 Carmel Drive, Colorado Springs, Colorado, 80910.

CHAPTERS (Continued)

Northwest Falcons Chapter

Edward Murphy, 100-137th S. E., Everett, WA, 98204.

Falcons Over Indiana Chapter

Larry Wilson, RR 4, Box 116, Alexandria, IN, 46001.

Mid-America Chapter

James Hatcher, 8301 W. 92 Terrace, Overland Park, KS, 66212.

Mason-Dixon Chapter

Phillip Cottrill, 131 Ash Lane, Elkton, MD, 21921.

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P. O. Box 3306, San Diego, CA, 92103.

The Ford Falcon Club of Los Angeles, 4873 West 134th Street, Hawthorne, CA, 90250.

The Ford Falcon Club of Arizona, 10209 N. 64th Street, Scottsdale, AZ, 85253.

Fairlane Club of America, 212A Pilgrim Ln., Drexel Hill, PA, 19026.

The Ranchero Club, 1339 Beverly Rd., Portvue, PA, 15133.

Comet Club, 2520 Homewood Place, White Bear Lake, MN, 55110.

THE CLUB STORE ITEMS

Memo Pad ("Falcon Club of America" imprint).....	\$.50
Key Chain ("Falcon Club of America", red on white).....	.50
Hat.....	5.00
Decal (National Club window decal).....	1.00
T-Shirt (Child: S-M-L; Adult S-M-L-XL).....	5.50
Patches: National Club Patch (3" round).....	2.00
Ford Falcon (oval, blue and gold).....	2.00
Falcon (rectangular, 2"x4", red and gold).....	2.00
Sweat Shirts (Men's Ladies, grey with red).....	12.00
V-Neck T-Shirts (large only).....	7.50
Ladies Blouses.....	7.50
60-63 Reproduction Shop Manual (includes V-8).....	30.00
Falcon Club of America License Plate (white with red writing).....	4.00

All prices include postage. All checks and money orders should be made to The Falcon Club of America. Send all orders to Pat Sword, Tour Chairman, 629 N. Hospital Dr., Jacksonville, AR, 72076.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.



President's Message

With only a few days until the National Meet, I can hardly wait now. Seems that I have met so many great people through the FCA; I enjoy seeing them all again each year plus I get to meet even more each year. Who would have ever dreamed that only four years ago when the FCA was started we would now be looking at such a great group of members, with 9 FCA chapters and another in the process of forming.

The club has another new chapter this month to add to the chapter list. It is the Mason-Dixon Chapter out of Maryland. For more information on this chapter you will find it listed in the Chapter section.

Have gotten several good reports on the last two copies of the Falcon News. I think our new Editor is doing an outstanding job with the newsletter. Your help in sending him pictures and articles for the newsletter will mean that it will remain that way, so keep them rolling in to him.

One other thing about the newsletter, all of the chapters don't seem to be using it like they should. The newsletter is there for your use to let the members in your area know when you are having a meet. After you have that meet, have someone send a meet report to the editor to put in the newsletter.

Dallas reports they are ready for a F A L C O N invasion in a few day, so maybe one of those there will be yours.

SEE YOU IN DALLAS.

Roy E. Sword
President, FCA

CHARLIE BROWN INQUIRES:

WHAT DO YOU THINK OF YOUR NEW FALCON?



"We switched from an (English import) to a Falcon for reasons I guess are pretty common. With two youngsters we simply needed more room. Our Falcon wagon solved that in a hurry. We also wanted to get away once and for all from waiting for parts. Our Falcon engine also has more horsepower. We're glad we made the switch."

Mrs. Malcolm M. Anderson
Hilldale, New Jersey



"I ride in a different Falcon everyday... either my own or one of the others in my car pool. We all bought them! It's a sound car. I know, because I looked it over extra carefully before I bought. I had a bad experience trying to get service on my year-old (French import), and I didn't want to be stuck again. Incidentally, I like Falcon's manual choke. The automatic choke on my last car used to race the engine. Now I decide what the engine does."

Mr. John L. Penrod
Chester, Pennsylvania



"We like our new Falcon very much. If you know anything about the car we had before, a (German import), then you know how pleased we are with all the room inside our Falcon. I think we're getting nearly the same kind of mileage on our gas — but the most important thing for us was to get some room, and Falcon really gave us that."

Mrs. John McGee
Saginaw, Texas

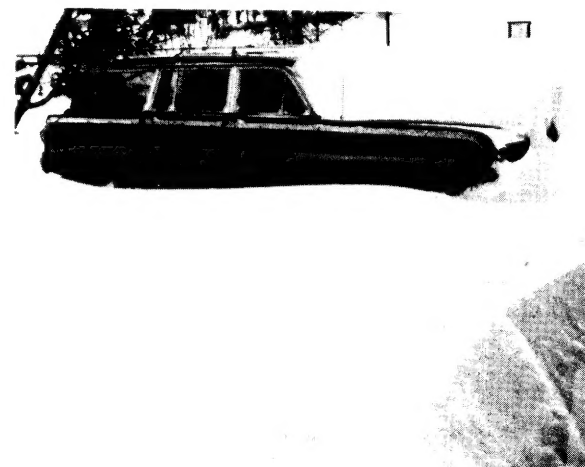
AND THEY
CALL ME
SNOOPY!

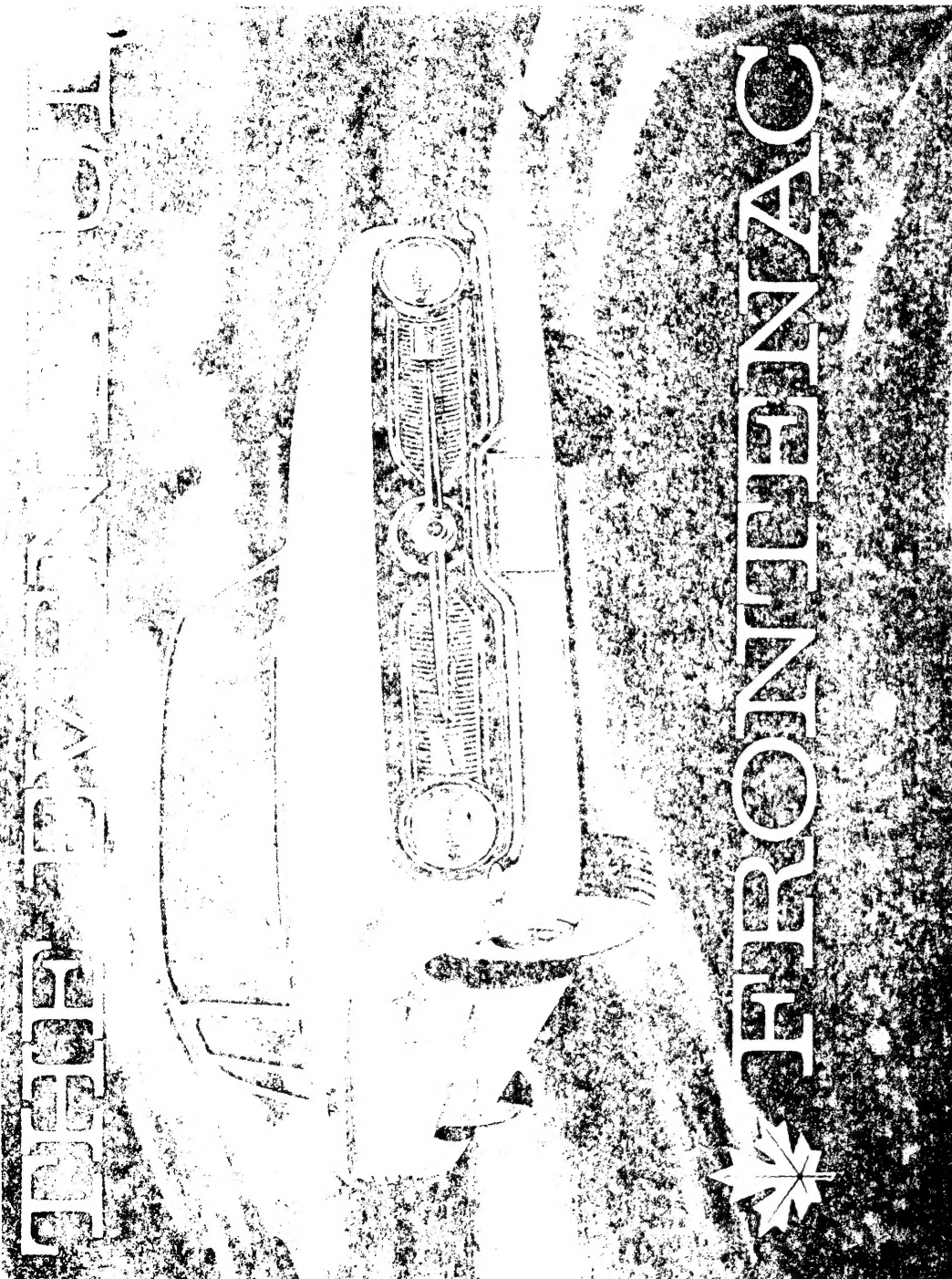


From the Editor

Is the '65 Falcon the worst mistake Ford ever made? It's a question I ask myself every morning on the way to work in my own '65 Ranchero. Generally, when I roll out on the highway here comes the olive drab '65 Squire. It's painted olive green, but you can still see the fake wood on the sides through the paint. I noticed the 289 badge over a year ago. By the way, it's olive drab because (I suppose) its owner had some of that paint left over: the ladders and drop cloths on the roof tell me he's a painter. Next, usually on Tuesdays and Thursdays, there's a two door sedan with the fishing polls removed from the roof rail holders, and the old owners down 'side the road catching a few bream. It's got AC, wonder if it still works? A little further down the road at the 7-11 is a dogged out Sprint ('65!) Aqua interior and exterior. No he wouldn't take that Mustang Notch-back even for it. Just uses it every day; the hood's covered with surface rust. The secretary at the cable place drives her six cylinder four door every day also. It's white with a bit of mold growing on the top. Nope, hubby doesn't want her to sell it. How does this add up to a mistake?... I figure most everyone they made is still serving its owner well. Certainly doesn't brighten the prospects for selling them a new car!

Here it is my third issue and time to correct a mistake or two. I inadvertently omitted the listing of "other clubs" in the last issue. Also, in the Fordomatic rebuild, I referred to the four bolts in the bell (converter) housing: of course, if you're working on a V-8 Fordomatic, there are five. Speaking of the Fordomatic, I regret that I have not found the time to do a part for this issue. I hope next time. This time, we'll have a look at a 1971 Falcon... yes, that's 1971! We'll also learn about the astonishing Frontenac, and Roger C. Roberts tells us about the Challenger III.

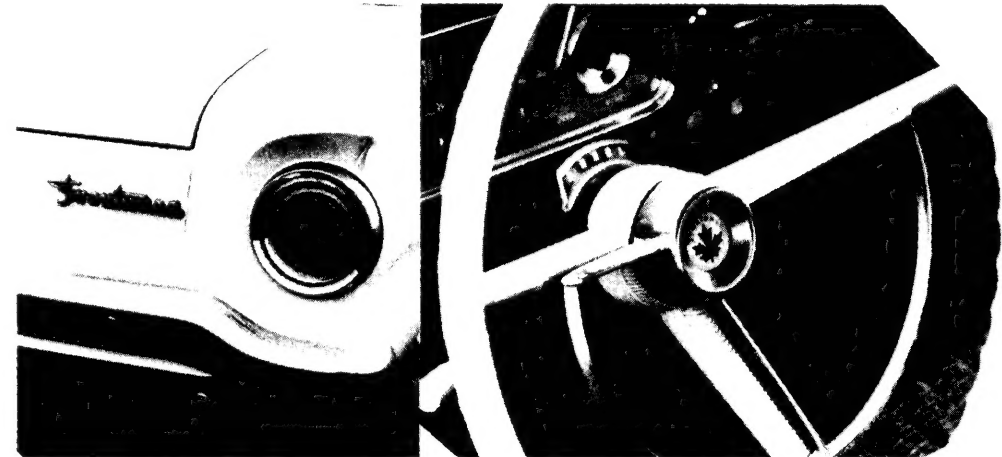




The previous page is a poor copy of a gorgeous color brochure Ray Madeau of Oakville, Ontario, Canada sent recently. Ray says the 9536 Frontenacs were made by Ford and marketed by Mercury dealers in Canada.

Before we say much more about the Frontenac, let me offer my apologies to the thoughtful members who have sent all of the information. Previous editor, Ray Roberts forwarded all of this to me with proper credits. I have shuffled all of it to the extent that I don't know what came from whom. Both the editor and the membership at large thank the contributors.

Ken Coats offers two pictures of the Fronty he owns, and note Ken is from St. John, New Brunswick:



"Greetings from the north country. Here's an update on an update. I have purchased that Frontenac I wrote about in a previous letter. I am probably the sole Frontenac owner in the FCA, and as such, I thought perhaps the club members might enjoy reading a little bit about this 'Canadian Falcon.'"

For one thing, it is extremely rare. Fewer than 10,000 (9536) were built, all by Ford of Canada (to my knowledge) for distribution by Canada's Lincoln-Mercury dealers. It's relationship to the Falcon is pretty much like that of the Comet to the Maverick or the Fairmont to the Zephyr or the Pinto to the Bobcat or... in other words, it's the same car except for a different grille and trim pieces. The Frontenac's grille, incidentally, is interesting. Not an object of great beauty, to be sure, but distinctive enough to immediately set it apart from the 1960-61 Falcon. Interior change appears to be limited to the center of the horn ring.

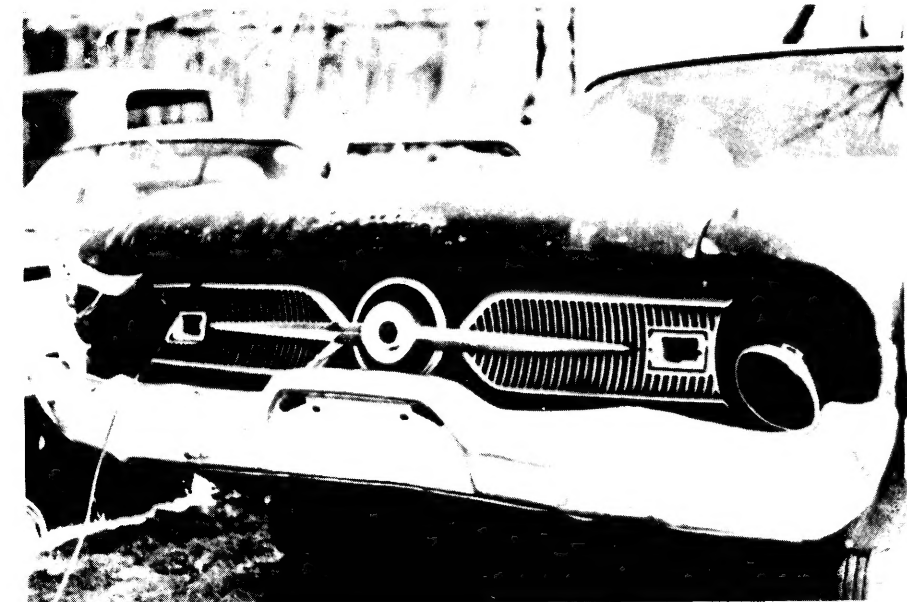
Getting back to the rarity factor. I have no way of knowing how many are left, and likely no one else does. But if the number that survived Canada's salty-road winters exceeds a couple of hundred I would be very surprised. I am really fortunate to have come across an example with a very solid body. In fact, a mechanic who did some work on the car for me said that he's seen one-year old cars with more body rust on them than this vehicle has. Unfortunately, this was not true of my ex-'62 (though it wasn't bad).

The funny thing is, I've lived in Canada all of my nearly 30 years of life, and yet the first I ever heard of such a car as FRONTENAC was through an American publication, namely, Car Exchange magazine. And even that was less than two years ago! I can only imagine that the average American, perhaps even the average Falcon owners-- would be as unaware as I was that such a vehicle ever existed.

If anybody has any additional Frontenac information, especially any leads on ads or sales literature, I would be very grateful for it. Dealing with such a rare beast as this I need all the help I can get!

Feel free to use any of this material you wish. Only don't give away my plan to attend the Northeast Mini-Meet in Burlington, VT, this June. I want the Frontenac's appearance to be a surprise. Not boasting, mind you, but I think you would agree that this car might even steal some attention away from a '63 Sprint convertible!"

Well Ken, I guess your June surprise was a success. Please furnish the Falcon News with a picture of the final product.



Here's a picture of a dinged-up Fronty I hope is being tended to by a good member. Member's R.C. Roberts and Howie Wheeler names are mentioned with the picture. Keep the Falcon News informed fellas, and again my apologies.

Member Roger Roberts tells us that Frontenac was the name of the Governor of the French colonies in North America. Of course, the most common connotation of the term "Frontenac" to car folks is the overhead valve conversions for Model "T" Fords. It seems like they also made some OHC versions, but let's get back to Falcons.

The Falcon Club has a number of overseas members. Robert Cawley of New South Wales, Australia sends a photo of his 1971 Falcon.



Bob includes some interesting data with his picture:

"(Feb.) 1971 Falcon '500', model designation 'XY'. First registered 27th April, 1971, as a pursuit vehicle for the New South Wales Police Department and disposed of at auction on 2nd November, 1971, with 30,000 miles up, for \$2,540. I have owned it since that date and it now has approximately 95,000 miles up. Engine: 351-4V Cleveland, 11.0:1 compression ration, 300 B.H.P. at 5400 RPM, 380 FT LB torque at 3400 RPM. Transmission: FMX T-bar automatic. Differential: 'Traction-lok' limited slip with 2-75:1 ratio. Accessories visible in photographs: driving lamps, hood locking pins, weathershield, sunvisor, mud flaps, rear window venetian. Wheels shown are not original -- original are black 14" x 6" JJ black steel rims (which I still have), those shown are 14" x 7" JJ '12 slot' from earlier 1969-70 'XW' model G.T. Falcon, suitably chromed. These wheels, as available on your '68 and '69 Mustangs, are extremely popular here, even to the extent of being available to suit most wheel stud patterns and are frequently seen on G.M. products!

Note that Bob's steering wheel is on the right. Thanks for the information Bob, and welcome on board!

Roger Roberts continues with his informative article concerning the Holman-Moody Challenger race cars. I understand from Roger that there is more coming on the Challenger II, however, we are going to jump forward to the Challenger III for this issue.

Bird Tales and Other Trivia, Part 3 Holman-Moody Challenger III

A very special THANK YOU to Mr. Bill Clawson and his wife for allowing Thelmer Sword and I to visit their home in May to gather firsthand information on the Challengers. Also, thanks to Roy Sword for his help and attention and Thelmer Sword for guiding me through the "wilds" of Michigan.

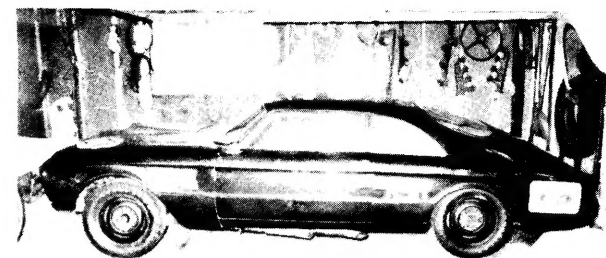
Challenger III was the second car of the trio to be designed for racing in international competition. Had 100 examples of this machine been built it would have been classified as Grand Touring (GT) car. Other Ford cars built later that were also in GT class were the Cobra, Coupes, GT 40/Mark II, and "J car" Mark IV. The other 99 Challenger III's were never constructed and the remaining single example was forced to run in the almost-everything-goes Prototype (P) class.

Dooming the car from the start was the need to adapt mechanical components designed for the "Brute Force" NASCAR automobiles into this much lighter car. Even though the European body design practices of the day were being employed the use of the NASCAR underpinnings made it like swatting flies with a sledge hammer. With the use of these heavy parts the car gained reliability at the price of a lower top speed.

There seems to be no published material detailing what this car was like when it first rolled from the Holman-Moody shop. Motor Trend gives a general coverage of all three cars in the July, 1962 issue. Challenger I was the only finished car at the time and the plan was to use the same engine and drive train in Challengers II and III. Things didn't work out that way as the number II car is mechanically different in construction. Still, it is safe to say that the list of components given in the review of the Challenger I in the June issue of Falcon News applies to this car also.

There is no question about the bodies of the cars being different. In order to reduce the frontal area and body weight a horizontal band of material three inches wide was removed from the body. This is known as sectioning. Reducing the top's height was accomplished in a like manner but the term chopped is used for this type of modification.

Overall shot taken in garage of Bill Clawson, Howell, Michigan, May 20, 1983. Challenger III is sitting on blocks (unseen in photo) and trunk is full of "goodies" left over from other two Challengers. On wall by window is modified Falcon dash from Challenger II. Go kart was built by Fo Mo Co. at Detroit steel tube for use at Daytona. Idea dropped for legal reasons. Note high performance and early tube headers for 289. Challenger II fenders and all three aluminum radiators on shelf above car.



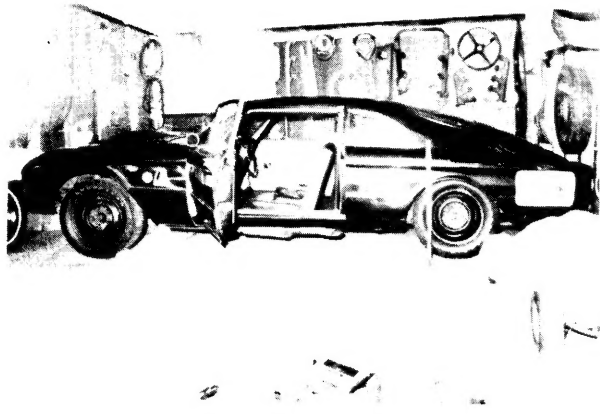
Actually it would be more honest to say that only the window frames were chopped. The original sheet metal skin of the roof was replaced by sheet aluminum. This new skin was extended rearward and the new roofline takes on a fastback shape. These aluminum roofs were quite the rage for cars being raced at Le Mans in those days.

On paper the removal of six inches of a Falcon's body may not seem like much. Consider the following measurements taken from Challenger III and stock Falcon sedan. Overall body height measured from the bottom of the rocker panels to the peak of the roof is now 41 inches vs 47. Quarter windows are now 10 1/2 inches high vs 13 3/4 stock. Windshield, measured between the inner edges of the gasket, is 21 1/2 inches. The opening of the stock Falcon was measured at 24 inches with the glass and gasket removed. All measurements are approximate.

While the windshield is glass the side and rear windows were replaced with plastic. If you noticed the non-stock shaped rear window and are wondering about it the answer to your unasked question is that it has the shape of a 1946 Chevrolet rear window. That's where the gasket was obtained. An no, the driver can't see much out of it. The window has been reclined to the point that the opening appears to be 1 1/2 inch high when seen through the rearview mirror. Perhaps this is the prototype for the 1969 Mustang fastback?

Returning to the body, aluminum has replaced the trunk lid, door skins, and hood skin. Workmanship of these panels is excellent and gives the car a proverbial "factor built" look. This term, in light of current Detroit offerings, is not meant to be degrading. Metal work to the once stock front fenders and rear quarter panel chal-

That's a yardstick painted in 12", 12", 6", 3", 3" sections. Sprint car steering wheel just shows. Mustang seats bolted directly to floor. Note interior door trim intact. Blocks under front show in this shot. Heads and intake, radiator are out of car.



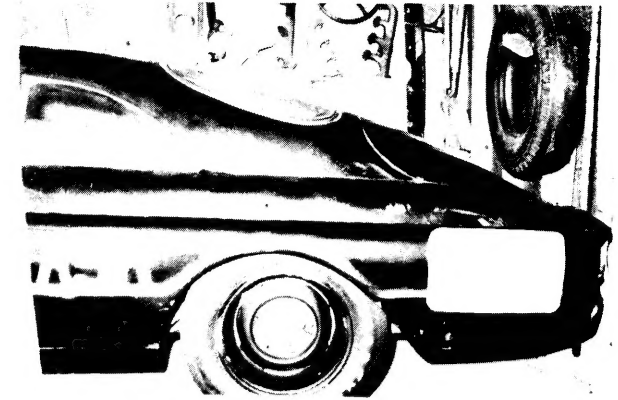
Challenges one to discover where they were rejoined after being sectioned. The only noticeable welds are found in the engine compartment where they were usually hidden by the closed hood.

The engine or interior should be described next but will not as there is little use of talking about an engine that perhaps never was installed into the vehicle. Rule changes were made after the car was built and the interior had changes made in order to comply with the new rules. Let's cover some of the car's history and work the changes in as they came along.

I'm 5'10 1/2" but short in the legs. I also see that I am wrong, the window cranks are still there. New dash is ends of Falcon, Fairlane dash batted together. Sprint car wheel is big. Notice my wallet coming out of pocket. I'm wondering if \$50.00 and the lousy flash unit will by Challenger. (Never tried flash before and have decided to stick with pushing film from now on.)



The roof and window. Gas tank filler for left side just to be made out where top and fender come together. Not Falcon rear springs.



As stated earlier, Challenger III was designed to run in international competition. It was in fact being built to race at Le Mans in 1962 but was not finished in time to enter. Later test show that it would have been too slow to have been competitive anyway. With the possible exception of being raced at Nassau in December of 1962 (a Challenger ran but which one?) the car would not be raced again until owned by Mr. Bill Clawson.

During 1963 it was put on tour by Ford as part of the show promoting their new theme. Remember "The Lively Ones From Ford"? Also in the show was a yellow AC sports car better known as the very first Cobra.

Challenger III was updated into a 1963 model by the addition of a sectioned 1963 Falcon grille. Other eye catching items noted in the often uncaptioned photos of the car that year are the silverish blue metallic paint, "Moon" disc wheel covers, and Firestone white wall tires (15"). Mr. Clawson recalled that the side wall lettering spelled out "Specially made for Henry Ford II". Of course that dates back to his grandfather's friendship with Harvey Firestone.

After joining its sisters in the Clawson family garage Challenger III received other changes. Off went the Firestones and on went Goodyear Blue Streak racing tires. Both bumpers were removed and rolled pan was formed and added to the front. The grille from Challenger II eventually was installed. The Falcon hood scoop was opened and a "Mustang 390" type hood scoop was mounted on top of the hood. Finally, there were two more paint jobs. The present color is a very dark blue with a black hood.

Down in the engine hole a 4 liter (305 cid) "Mustang" engine was placed behind the aluminum radiator referred to as "custom built" in the magazine articles. Read Corvette. Behind the engine is

something else of GM origin, an aluminum four speed transmission. Out back the full floater rear axle was retained.

Upon entering the car the first thing one painfully notices is the new four point roll cage that uses up a lot of the door opening. Other additions are the early Mustang seats and Sprint car steering wheel. A note here: Challenger I had a Falcon steering box, Challenger III uses a Galaxie unit.

Behind the seats is the cover for the twin gas tanks mounted in the rear seat area. This cover looks like and is the same size as the folded down rear seat in a Falcon wagon. Missing are the rug, window cranks, and dash knobs other than for the lights. All of the side trim panels are in place as is the headliner. Overall color is Medium Pacific Blue Metallic that was seemingly applied after the body was modified. Then again maybe the color looks lighter only because it is not subject to the same things a stock Falcon dash has suffered through.



Bill Clawson left, Thelmer Sword (Roy's brother lives in Flat Rock, Michigan) checking last SCCA inspection sticker. Want to buy a flash unit? Note edge of gas tank cover to left of door catch. Also, piping and scuff plate intact as is vent window lock.

Returning to the car's history, Mr. Clawson and his late son, Scott, entered the car in SCCA regional events throughout the mid West and often won against more exotic entries. Such is the case of the inaugural race at Michigan International Speedway. Drivers of other autos, such as mid engined Lolas, spent more time off of the track than on. These "explorations" helped the Challenger capture first overall despite the fact that it qualified 40 mph off of the pace. Come to think of it the car's top does look like a turtle's shell!

The car has been in storage reportedly for the last ten years. Mr. Clawson obtained the Shelby GT 350 used in the development of that marque and used it after sitting aside the Challenger. Lessons learned from the Shelby were applied to a Mustang Trans Am car that soon was out running the factory backed Mustangs. Top speed for this car was 180+ mph at Talledga with a 4 liter engine now sitting on the floor of his garage.

If Mr. Clawson doesn't sell the Challenger he is toying with the idea of running it in SCCA vintage race car events. Let's see, the Talledga engine will bolt right in...

The Challenger and Mr. Clawson may be heard from again!!!

(Ed's note: Thanks for excellent coverage of this historically significant Falcon, Roger. We will be looking forward to future articles about the fastest Falcons of all!)

Chapter News

Rocky Mountain Chapter News:

July 10th was hot and dry for our meet. Often the meet was over a severe thunder storm which hit the metro area. What luck we Falcons have.

The meet was a joint meet with the Pikes Peak Covair Club and many nice covairs were present. The meet was not well attended by the "regulars" but about six Falcons showed up who did not know of the Falcon Club and had seen our advertising in the local paper. They were very excited that there was a Falcon Club.

The 9th Street Park was of interest and the motorcade failed to happen as the extreme hot weather got to most of us. The following thunderstorm would not have helped either.

the "The Falcon" did not show again due to a warped brak drum at the last minute but Tom Botkin felt sorry for the poor owner and lent him one of his extra '65 convertibles! Maybe next meet??



01375	STEVE BORTKO	216 WINDWARD AVE	BEACHWOOD	NJ
01376	DON HENDERSON	616 CLARK ST	HOT SPRINGS	AR
01377	RICHARD CARTWRIGHT	RT 1	NICKERSON	NE
01378	RENE DUBE	26 LISA AVE	ACUSHNET	MA
01379	DENNIS BOGER	18 WEST WOODLAND	EAST ALTON	IL
01380	PETER DE FLO	21439 ELLEN DR	FAIRVIEW PARK	OH
01381	JEFF HASENJAEGER	270 BENDER	EAST ALTON	IL
01382	RICHARD PHELPS	21 TUNSTALL DR	SCARSDALE	NY
01382	RICHARD PHELPS	21 TUNSTALL DR	SCARSDALE	NY
01383	NORMAN DUNN	3103 HAMILTON-NEW LNDA	HAMILTON	CH
01384	JIM SCIBELLO	542 10TH AVE	PROSPECT PARK	PA
01385	TERRY MANION	17 E 9TH ST	ASHLAND	CH
01386	KENNETH WELLS	2546 E 16TH	N ST PAUL	MN
01387	RICK ELBE	43 VAN BUREN ST	BRENTWOOD	NY
01388	CAROL KING		COLOME	SD
01389	DANIEL MCLINDON	15080 SEQUICA RD	HESPERIAM	CA
01390	BRUCE KIMBROUGH	RT 2 BOX 222 E 1	JONES	CK
01391	GARY JACKSON	22 DAYTON COURT	N KINGSTON	RI
01392	PAUL POTTER	6127 GLEN ECHO	ST LOUIS	MO
01393	SHANE TAYLOR	724 CARPENTER DR	LAS VEGAS	NV
01394	DONALD BARNETT	RT 1 BOX 289	DORA	AL
01395	JIM KNAPIK	5617 TIMBER LANE	CHARLOTTE	NC
01396	RICHARD PENNISON	12906 LYNN HAVEN	CYPRESS	TX
01397	WILLIAM BEAVER	P O BOX 138	MARTHASVILLE	MO

cont'd last page

Falcon Classifieds

(Classified ad policy: each member two ads of fifty words each per month. Please send all ads to the Falcon News editor. Price of parts and cars for sale must be included. Deadline for next issue: 10th of this month.)

FALCONS FOR SALE

1962, 2 door wagon, 3 sp. 144 green, rare, \$1,500.00 (driven daily). Fred McDonald, Rt. 1 Pineneedle Park, Lot 12, Albany, GA, 31705. 912/888-5354.

1964 Falcon Sprint. Factory four speed and dash mounted tack by Ford. Second owner, never wrecked, never had rust. Car is in new condition top to bottom. Original wire spoke hubcaps. \$4,650.00. Clyde Gentry, 611 Baylor, West Memphis, Arkansas, 72301, (501-735-7324).

1964 Falcon Futura hard top coupe, 6 cylinder, 170 standard transmission. Second owner. Bought new in Hazen, AR. Never wrecked, never rust, needs paint and interior. \$850.00. Clyde Gentry, 611 Baylor, West Memphis, AR, 72301, (501) 735-7324.

1965 Falcon Futura Convertible, red with black top, 83,500 miles, 6 cyl., automatic, 2nd owner (I bought it in January, 1967) have all service receipts. \$2,500.00 or best offer. Mike Ridge, 3800 Randolph Road, Wheaton, Maryland, 20902. (301) 942-9152.

1964 Falcon Sprint, black on black, 4 speed, power steering, 64,000 original miles. In storage for last 11 years. All factor original equipment, nothing changed or modified, wire wheels spinners, tack all complete. New brakes, master cylinder, wheel cylinders, battery, fuel pump, wires, hoses, items to many to mention, call for details, \$3,800.00. (919) 232-2643 after 6 p.m., ask for Johnny Messina, Bells Island, Cirrituck, NC, 27929.

1963 Falcon Futura Convertible, partially restored, red, 6 cyl., 4 spd., bucket seats, many new and extra parts, \$800.00 will accept other 1963 Sprint parts on trade. Darold A. Lowe, Rd. 1, Box 260-A, Milroy, PA, 17063. (717)248-4911 ext. 491 or (717) 667-3132 after 5 p.m.

1964 Sprint convertible, blue, completely original, with 260 and factory 4-speed. Car is in excellent condition, priced at \$3,895. (703)639-5140, David McPeak.

1964 Sprint, hardtop, 289 auto with 54,000 original miles. Body is straight with little rust. \$1,000 or best offer. Andrew Cuevas, 11040 S.W. 56 Street, Miami, FL, 33165. (305)271-2840.

1965 Falcon 2 dr. Futura hardtop. 50,000 original miles, absolutely perfect, rust free body, factory bucket seats, factory air. 200 cu. in. cruismatic. \$1,600. Jeff Feltner, (703)662-1836 or 662-1046.

1965 Falcon Deluxe Wagon 4 dr., no rust, 200 auto, good condition, Walt Lawrence, (303)327-4637, Redvale, Colorado.

1964 Futura 4 dr., no rust, 170 auto., recent motor work, very good condition throughout. Walt Lawrence, (303)327-4637, Redvale, Colorado.



Wanted! Right rear tail lamp bucket, N.O.S. or excellent used, for '65 Ranchero. Dave Jones, Box 302, Paradox, Colorado, 81429. (303)859-7215.

For 1963 or '64 V-8 Spring. NOS or NORS, Pitman arm, part number C3DZ3590Z, Michael Jackson, 4450 Claire Ln., Lithia Springs, GA, 30057, (404)941-4776.

For 1968-69 Ford Falcon, New bezel for rear tail lamp. Part no. C8DZ-13489-A, advise price. Henry DeVries, RR 2, Blue Island, Ill., 60406.

For '65 hardtop. Excellent NOS or used tinted Ford windshield (CARLITE), NOS, Decklid die cast that says FALCON. Will be going to the National next week in Dallas, write and tell me what you have for '65 Falcon. Kenneth Kowalk, 6138 Long Hwy., Eaton Rapids, Michigan, 48827.

PARTS FOR SALE

Many good '64 and '65 parts for sale, fenders, doors, hood, trunk lid, \$35.00 each; door and quarter windows, \$20.00; windshield or rear window, \$40.00; tail light, \$10.00; set of four 14x6 shelby magnum 500's with tires \$175.00; T-10 4 spd., \$250.00; grille, \$15.00; NOS '65 gas cap \$60.00. Many other parts, call or write for inquiries. Andrew Cuevas, 11040 S.W. 56th Street, Miami, FL, 33165, (305)271-2840.

"1963" LH fender \$45.00 no rust; hood \$25.00; truck lid \$20.00; stone deflector \$15.00; heater control cables \$8.00; parking brake assembly \$12.00; rear bumper \$10.00; front windshield \$20.00; rear window \$20.00; all parts in very good used condition. SAME for availability. Bob McNeill, 10 Round Street, Poughkeepsie, NY, 12601, (904)411-1700.

New carpet sets for all Falcons. OEM specifications. 100% nylon loop curl with jute backing, heed pad, in all colors, \$105.00 post paid. Send information to Tom Massarelli, 10 Young Street, Poughkeepsie, NY, 12601, (914)471, 7769.

Beautiful Falcon Logo, Slogan, fender covers, \$15.00 each, 2/\$29.00
plus 15% shipping, make check payable to Mary Don Noska, 133 Juniper
West Covina, CA, 91791.

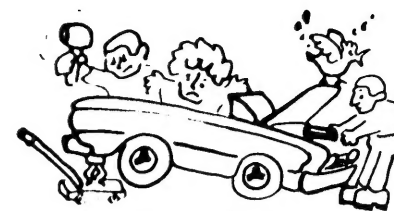
Set of 4 14" wire wheel covers, excellent condition, \$150.00 post-paid, Steve Wood, F-3 Birdnest Apartments, Greenville, SC, 29611.

Fordomatic 2-speed rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze frictions, steels) front and rear seals, sealing rings \$50.00. Specify engine size and year, bands \$25.00 each. Adjustable modulator \$6.00; bushings, washers, pumps and miscellaneous had parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, Box 245-FC, Needham Hgts., MA, 02194, (617)449-2065, evenings.

1960-63, 65, 66, 67, and 68 Falcon Shop Manual, \$29.95.
1960, 62, 63, 64, 67, 68 and 70 Falcon Owners Manual, \$10.00.
1963-65 Falcon Windshield Rubber Hardtop and Convertible, \$75.00.
1960-65 Falcon Windshield Rubber Sedan and Ranchero, \$45.00.
1960-65 Falcon Door Rubber Tudor and Ranchero, \$48.50 PR.
1960-65 Falcon Door Rubber Forder (4 doors) \$75.00 SET.
1960-65 Falcon Vent Rubber (All except Hardtop and Convertible)
\$45.00 PR.
1960-65 Trunk Rubber Weatherstrip, \$27.50.
1964-70 Truck Rubert Weatherstrip, \$37.50.
1960-70 Falcon parts catalog, \$1.00.
ALL ITEMS IN THIS AD POSTPAID, Obsolete Ford Parts Co., Inc.,
"The Old Reliable One", 311 East Washington Avenue, Nashville,
GA, 31639. (912) 686-2470/5101.

Ed's Note: new members are now up to number 1529, 58 more this month!

01398	DUANE LODELL	32209-11TH PL S #57	FEDERAL HWY	WA	98003
01399	WILLIAM LODELL	2621 NORTHWEST 89TH ST	SEATTLE	WA	98117
01400	DAN CUPP	P O BOX 213	EATON RAPIDS	MI	48927
01401	JAMES VERHOEFF	BOX 223	HICKMAN	NE	68372
01402	BOYD BREYER	16934 TOWNES RD	FRIENDSWOOD	TX	77546
01403	WALTER STRITTMATTER	7220 MONTERRY DR	FORT WORTH	TX	76112
01404	DANIEL MAYER	RT #3 DOUGHTY RD	SLIPPERY ROCK	PA	16057
01405	W. G. WHITE	8 STERLING DR	DOVER	MA	02030
01406	ROBERT ALBERTO	BOX 352 RD 2	RHINEBECK	NY	12572
01407	ANDREW MISURA	8 MURDOCK COURT	FORDS	NJ	08863
01408	CLIFF SMITH	351 NORTH WEST ST	FRANKLIN	IN	46131
01409	ALBERT HOYER	136 WEST LEE ST	SULPHUR	LA	70663
01410	JOHN STEARN	6 HEINDEL AVE	WINDSOR	PA	17366
01411	GARY JONES	306 MILES RD	BALTIMORE	MD	21221
01412	ELVIN ALBERS	18820-140TH AVE SE	RENTON	WA	98055
01413	DAVE DIORIO	15 BENTA PL	BERGENFIELD	NJ	07621
01414	JOSEPH TATTI	2140 PALM TR EURLINGTON	CANADA L7P1X9		
01415	RONALD HOCTON	1405 EIRCH ST	MONTEBELLO	CA	90640
01416	JAMES SCHIMEK	1701 LOUELLA COURT	HURST	TX	76053
01417	EARL HECKLER	P O BOX 7113	BONNEY LAKE	WA	99390
01418	JEFFREY JURCIUKONIS	1520 CENTER	LITTLE ROCK	AR	72206
01419	BRADLEY SIMPSON	553 OAKLAND TERRACE	CIRCLEVILLE	OH	43113



technical tips

Here's some torque specifications for 1965 Ford engines. Most would apply to other years as well.

1-12	CARS	1-13	ENGINES
ROTOR-TYPE OIL PUMP RELIEF VALVE SPRING TENSION—Pounds at Specified Length 170 and 200 . . . 8.6-9.5 at 1.078 240 . . . 20.6-22.6 at 2.49 260 and 289 . . . 11.15-11.75 at 1.704 352, 390 and 430 . . . 9.0-9.6 at 1.530 427 . . . 8.0-13.0 at 1.56		OIL FILTER All engines—band tighter and gas let contacts adapt after time than tighter 1 1/2 for more	
RELIEF VALVE CLEARANCE All Engines . . . 0.0015-0.0029		CYLINDER FRONT COVER 170 and 200 . . . 7 1/2 430 . . . 10 1/3 Other Engines . . . 12 1/5	
DRIVE SHAFT TO HOUSING BEARING CLEARANCE All Engines . . . 0.0015-0.0029		WATER OUTLET HOUSING 430 . . . 8 1/2 Other Engines . . . 12 1/5	
ROTOR ASSEMBLY END CLEARANCE— Pump Assembled All Engines . . . 0.0011-0.0041		VALVE ROCKER ARM COVER 170, 200, 260 and 289 . . . 4 1/2 240 . . . 8 1/2 390 and 427 . . . 4 7/8 430 . . . 2 1/4-4 0	
OUTER RACE TO HOUSING RADIAL CLEARANCE All Engines . . . 0.006-0.012		WATER PUMP TO CYLINDER BLOCK OR FRONT COVER 352, 390, 427 and 430 . . . 20-25 Other Engines . . . 12-15	
TORQUE LIMITS—FHBs MAIN BEARING CAP BOLTS— Oiled Threads 170, 240, 260 and 289 . . . 60-70 Other Engines . . . 95-105		OIL PICK-UP TUBE TO OIL PUMP 430 . . . 10-13 Other Engines . . . 12-15	
CYLINDER HEAD BOLTS— Oiled Threads 170 and 200 . . . 70-75 240 . . . 70-75 260 and 289 . . . 70-75 390 and 427 . . . 70-75 430 . . . 70-75		CRANKCASE VENTILATION ADAPTER TO CYLINDER BLOCK 170 and 260 . . . 16-19	
OIL PAN TO CRANKCASE BLOCK 170 and 200 . . . 70-75 240 and 260 . . . 70-75 390 and 427 . . . 70-75 430 . . . 70-75		FUEL PUMP TO CYLINDER BLOCK OR CYLINDER FRONT COVER 170, 200, 240 and 289 . . . 12-15 260, 390, 427 and 430 . . . 20-25	
OIL PAN TO CRANKCASE HEAD 170 and 200 . . . 70-75 240 and 260 . . . 70-75 390 and 427 . . . 70-75 430 . . . 70-75		MANIFOLD TO CYLINDER HEAD 170 and 200 . . . 70-75 240 and 260 . . . 70-75 390 and 427 . . . 70-75 430 . . . 70-75	
OIL FILTER ADAPTER TO CYLINDER BLOCK 170, 200 . . . 70-75 240 . . . 70-75 260 and 289 . . . 70-75 352, 390 and 427 . . . 70-75 430 . . . 70-75		VALVE PUSHER ROD EXHAUST COVER 24 . . . 10-15	
		ENGINE FRONT SUPPORT Insulator to Engine—V-8 24 . . . 29-39	
		OIL PUMP TO CYLINDER BLOCK—(Cont'd) 289 . . . 23-28 Other Engines . . . 20-25	
		OIL PUMP COVER PLATE 430 . . . 8-11 Other Engines . . . 6-9	
		VALVE ROCKER ARM SELF-LOOKING ADJUSTING SCREW 170, 200, 390 Police Interceptor and 427 . . . 3* *Minimum torque to rotate.	
		VALVE ROCKER ARM ADJUSTING NUT 240, 260 and 289 . . . 4.5-15	
		CAMSHAFT SPROCKET TO CAMSHAFT 260 and 289 . . . 30-35 430 . . . 12-15 Other Engines . . . 35-45	
		DAMPER OR PULLEY TO CRANKSHAFT 170 and 200 . . . 85-100 240 . . . 130-145 430 . . . 75-90 Other Engines . . . 70-90	
		CONNECTING ROD NUTS 170, 200, 260 and 289 . . . 19-24 240, 352, 390-2V and 430 . . . 40-45 390-4V and 427 . . . 53-58 Other Engines . . . 40-50	
		CAMSHAFT THRUST PLATE TO BLOCK 260 and 289 . . . 6-9 240 . . . 19-21 Other Engines . . . 12-15	
		VALVE ROCKER SHAFT SUPPORT TO CYLINDER HEAD 170 and 200 . . . 30-35 240 and 260 . . . 40-45 427 . . . 40-50	
		VALVE PUSHER ROD EXHAUST COVER 24 . . . 10-15	
		ENGINE FRONT SUPPORT Insulator to Engine—V-8 24 . . . 29-39	
		Lincoln . . . 40-60 All Other . . . 35-50 Mounting Bracket to Insulator—V-8 Fairlane . . . 25-30 T-Bird . . . 20-30 Lincoln . . . 40-60 240 . . . 20-30 All Other . . . 45-60 Bracket to Engine—6-Cyl. Falcon, Comet, Fairlane . . . 18-24 Ford, Mercury . . . 35-50 Insulator to Underbody—6-Cyl. All . . . 26-35 Bracket to Crossmember or Body Fairlane . . . 26-34 Falcon, Comet . . . 26-28 All Other . . . 45-60 ENGINE REAR SUPPORT Insulator to Transmission Extension Falcon, Comet . . . 23-33 Fairlane . . . 32-42 Ford, Mercury . . . 40-50 Thunderbird . . . 35-45 Lincoln . . . 20-40 Insulator to Rear Support Falcon, Comet, Fairlane . . . 13-17 Ford, Mercury, Thunderbird, Lincoln . . . 10-16 Rear Support to Mounting Bracket Falcon, Comet . . . 23-33 Fairlane, Superduty . . . 32-42 Ford, Mercury, Thunderbird, Lincoln . . . 35-45 Support to Reinforce or Extension Housing Falcon, Comet . . . 23-33 Support to Body or Frame Fairlane, Comet . . . 23-33 Ford, Mercury . . . 35-45 Thunderbird . . . 35-45 DISTRIBUTOR—GENERAL All Six Cylinder Engines Falcon, Comet, Fairlane, Ford, Mercury, Thunderbird, Lincoln . . . 20-30 ALL V-8 ENGINES Bracket to Crossmember . . . 26-34	